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Chief, Economic Research, ORR

THRU : Chief, Industrial Division, ORR
Chief, Aircraft Branch, D/I

Transmittal of, "Gaps in Intelligence Information on the Aircraft Industry of Communist China"

Forwarded herewith for your review is a "Gaps in Information Statement on the Aircraft Industry of Communist China."

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[redacted]

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GAPS IN INFORMATION

COMMUNIST CHINA

AIRCRAFT INDUSTRY

BACKGROUND

1. One of the most important recent developments in Communist China is the growth of an indigenous aircraft industry. Information on the description, numerical designation, production, and in some cases, location, of the producing facilities in Communist China is almost totally lacking. Knowledge of the scope, progress, present production, and future intentions of the Chinese Communist aircraft industry is of increasing strategic importance to the United States.

2. Information concerning the manufacture of aircraft in Communist China is inadequate. The following summary of information on aircraft and aircraft engine categories is listed in order of importance. (1) Fighters: Series production of fighters is limited to the Fresco (MIG-17) jet fighter in Mukden (Shen-Yang), the center of the former Japanese aircraft industry in Manchuria. There is no firm information concerning the rate of production, cumulative production, or future production intentions at the Mukden plant. (2) Piston transports: Since late 1957 the Colt (An-2) piston transport has been in series production at Nanchang Airframe Plant No. 320. The Chinese Communist press has indicated the intention to manufacture the Crate (Il-14) piston transport. There are, however, no current indications of this production. (3) Prototype aircraft and helicopters: During the past 12 months the Chinese revealed the manufacture of several prototype aircraft and one prototype helicopter. The prototype aircraft are primarily of the piston engine transport variety, while the helicopter is probably similar to the Soviet Hound (Mi-4). Although Chinese intentions to produce the prototype aircraft are as yet unknown, it is believed that they may enter series production of the helicopter in 1959. It is assumed that production will take place in Harbin, the announced site of prototype construction. (4) Aircraft engines: VK-1 jet engines are currently manufactured in Mukden. The rate of production and cumulative production to date are unknown. While it is believed that engines are manufactured in China for the Colt piston transport, the rate of production, cumulative production, and the amount of Soviet fabricated components are unknown.

The aircraft industry of Communist China is largely located in three geographic centers: Mukden, Nanchang, and Sian. Of these three centers, much less is known concerning the plant activities around Sian. [redacted] 25X1X6
[redacted] It is in this area that the most important 25X1X6
gaps in information concerning the aircraft industry of Communist China are to be found.

The amount of investment in physical facilities and the cost of aircraft production in Communist China are unknown. A knowledge of these figures would permit a more accurate estimate of production, of national strength, and of future intentions within the aircraft industry.

[redacted]

[redacted]

3. Sources of Information: 25X1X2

[redacted]

b. Clandestine Reports - Clandestine reports have been useful in determining the location and scale of effort at airframe and aircraft engine plants. In the case of Fresco production at Mukden, clandestine reports have provided the best source of information concerning the plant. Potentially, covert reports offer the best insight into aircraft production in Communist China.

[redacted]

QUESTIONS

A. Production facilities

1. Location

a. Where is the plant located?

b. What is its name and numerical designation?

2. Description

a. What were the dimensions of the various buildings?

b. Which buildings within plant contained high bay areas?

3. Machinery and tooling

a. What were the largest pieces of machinery seen?

b. Were any vertical hydraulic presses observed?

c. Were any large machines used to stretch sheet metal or extrusions over dies?

B. Production of Airframe and Aircraft Engines

1. Fresco (MIG-17)

a. In what year was the first domestically manufactured MIG-17 produced?

b. What is the present monthly rate of production of the Fresco?

c. How many Fresco have been produced to date?

d. Are there any indications that a new aircraft will replace the MIG-17 in production?

e. Have any Chinese-produced Fresco's been exported? In what numbers?

f. What parts for the airframe are produced in the USSR?

2. Colt (An-2)

a. Are there any indications that a new aircraft will replace the Colt in production at Nanchang Airframe Plant No. 320?

b. Do the Chinese plan to export any of the domestically produced An-2's?

c. What parts of the airframe are manufactured in the USSR?

3. Prototype aircraft

a. Which of the prototype aircraft built in 1958 do the Chinese Communists plan to produce?

b. At which plants will these aircraft be produced?

c. Do the Chinese plan to rely upon Soviet design or do they intend to enter the design and development field domestically?

4. Aircraft engines

a. What engine models have been produced?

b. What is the monthly rate of production?

c. Are there indications of a change to a different model?

[redacted]

Questions (Continued)

C. Production Costs

1. What were the airframe and airframe spares costs of the first aircraft produced? The hundredth aircraft? The thousandth aircraft?

2. What were the armament and armament spares costs?

3. What were the electronics and electronics spares costs?

4. What were the engine and engines spares costs?

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